

COUNTRY	East Germany	REPORT	
TOPIC	Neuruppin Airfield		25X1
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EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	26 March 1953
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS			
This is UNEVALUATED Information			
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1. The following observations were made at Neuruppin airfield between 13 and 25 February 1953:

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13 February. Between 9 a.m. and 2 p.m., firing at ground targets was practiced by individual swept-back jet fighters in the Storbeck-Gentzrode area. There was a closed cloud base. The planes approached the target at an angle of about 35 degrees.

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14 February. At 6:30 a.m., aircraft engines were started. At 8 a.m., the air raid siren sounded for 20 to 25 seconds. When the sound died away, a yellow star was fired in front of the flight control building. At 8:08 a.m., the alert planes took off within 32 seconds. The sky was overcast and visibility was limited to 4 or 6 km. The alert planes, which were equipped with auxiliary fuel tanks,

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assembled in a formation and practiced formation flying for about half an hour. Flight training was performed very well. There was air activity up to 1:45 p.m. Individual flights were made by swept-back jet fighters,

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which flew in formations of three planes. At about 4:45 p.m., 22 MiG-15 and type-29 planes, 3 Yak-11s, some Po-2s and 1 plane, probably an IL-10, were counted at the field.

15 and 16 February. There was no air activity. The sky was overcast and visibility was limited to above 3 km.

18 February. There was a closed cloud base and visibility of above 10 km in the morning; the overcast broke up in the afternoon. Four MiG-15s with auxiliary fuel tanks took off at 2:58 p.m., practiced formation flying above the clouds at high altitudes, and landed between 3:54 and 3:56 p.m.

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Another four MiG-15s with auxiliary fuel tanks and with the

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[redacted] climbed to high altitudes, and landed between 4:22 and 4:23 p.m. At the same time, local flying was practiced by Po-2s. Between 6 and 9 p.m., individual Po-2s circled over the field while the boundary lights on the airfield were switched on.

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19 and 20 February. There was no air activity in foggy weather.

21 February. Between 9:30 a.m. and 12:45 p.m., [redacted] individual MiG-15s with auxiliary fuel tanks flew through the clouds and climbed to high altitudes. There was a closed cloud base at an altitude of 400 to 600 meters and visibility of 5 km. After the take-off, the planes pierced the clouds without banking. Prior to landing, [redacted] the individual planes flew above the DF station or in the clouds, subsequently banked and, after a horizontal flight, came out of the clouds exactly above the beacon. Then, the engine was throttled and the plane approached for landing, flying at a slight angle. As the DF station is located south of the runway, the planes flew parallel to the runway when flying above and while piercing through the clouds.

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22 and 23 February. There was no air activity. The sky was overcast and visibility was limited to 4 km.

24 February. Between 9:30 a.m. and 3:45 p.m., individual MiG-15s were observed flying in or above the clouds at intervals of about 40 minutes. There was a scattered cloud base and visibility of 10 km.

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At about 4 p.m., [redacted] observed from the Wittstocker Allee that 24 MiG-15s and type-29 planes, 5 Yak-11s and 2 Po-2s were parked at the field. Between 6:40 and 10 p.m., individual Po-2s practiced taking off and landing.

25 February. No activity was observed at the field throughout the day. The weather was foggy. <sup>1</sup>

2. On 24 February, sedan [redacted] occupied by an air force general, proceeded toward the field coming from the direction of Bechlin.

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3. At about 11 a.m. on 14 February, formation flying was practiced by aircraft including three [redacted] At about 2 p.m. on 18 February, low level flights were made by MiG-15s with auxiliary fuel tanks under their wings. At about 1:30 p.m. on 21 February, 18 MiG-15s and type-29 planes were parked at the end of the runway, 4 Po-2s were in front of the hangar, while 3 MiG-15s were observed aloft.

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4. In mid-February, 10 shrapnelproof aircraft revetments were observed north of the runway. Ten soldiers worked on an underground bunker, about 10 x 3 meters, south of the destroyed hangars. <sup>2</sup>
5. The following air activity was observed at the field between 18 and 24 February:

18 February. There was intensive air activity by swept-back jet fighters with auxiliary fuel tanks. Between 11:30 a.m. and 4 p.m., flying was practiced in formations of four planes.

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19 and 20 February. No air activity was observed. There was a closed cloud base and hazy weather.

21 February. There was a little air activity by individual MiG-15s in the morning.

22 February. At 10:30 a.m., [ ] observed from the Wittstocker Allee that 19 MiG-15 and type-29 planes were parked at the field.

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23 February. Red Army Day. There was no air activity.

24 February. Individual flights were made by MiG-15s throughout the day. Po-2s practiced flying after 6 p.m.

1. [ ] Comment. Neuruppin airfield is occupied by a fighter regiment. Air activity performed on the previous level included advanced training by old pilots and formation and night flight training on Po-2s by young pilots. [ ]

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2. [ ] Comment. Some of the shrapnelproof aircraft revetments are located in the northeastern corner of the landing field, north of the runway, while the others are beside the southern taxiway.

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